

CHAPTER 205

MOVEMENT OF SECRET, CONFIDENTIAL, CONTROLLED CRYPTOGRAPHIC ITEMS (CCI), AND SENSITIVE MATERIAL

A. GENERAL

1. This chapter implements the policies of DoD 5100.76 -M for transportation of sensitive conventional arms, ammunition, and explosives (**AA&E**); DoD 5200. 1-R for classified shipments; and National Security Agency Communication Security Manual (**NSACSM**) for **CCI** shipments. It establishes procedures and responsibilities applicable to worldwide shipments requiring TPS. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the **CINCs**. Department of Energy -- (DOE) -funded shipments are not included in this chapter. For DOE information, call (505) 844-7269 or DSN 244-7269.

2. The following are types of shipments

- a. DoD-funded.
- b. Made under the DoD **FMS** program.
- c. Made by a contractor or subcontractor,
- d. Shipments funded by other government agencies participating in the DoD industrial security program.

3. TPS guidelines set forth in this chapter are the minimum requirements applicable to the movement of sensitive and **classified** material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:

- a. Prescribe procedures for **insurin** g adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence or unauthorized or illegal acts.
- b. Establish procedures to maintain shipment accountability.
- c. Provide a means for corrective or compliance action, when required.

B. POLICIES

1. Shipments of unclassified, non -sensitive material maybe combined with material requiring TPS if the required TPS is applied to the entire shipment.

2. Trailers containing material requiring TPS must always be connected to tractors during shipment except when stopped at a:

- a. DoD activity for loading or unloading.
- b. Carrier terminal for servicing.
- c. Carrier-designated point where the driver or qualified carrier representative maintains continuous surveillance over the shipment while disconnected.
- d. State or local safe haven location which meets terminal security standards.
- e. DoD safe haven or refuge location, in emergencies.

C. RESPONSIBILITIES

1. Transportation Component Commands (TCCs) or overseas theater CINC will:
 - a. Develop, administer, and maintain transportation security procedures for TPS.
 - b. Provide transportation security advice and assistance to TOS and carriers.
 - c. Monitor carrier compliance with TPS requirements.
 - d. Investigate transportation security incidents and accidents within assigned geographical areas of responsibility.
2. DoD Components will ensure that shipping activities comply with DoD transportation security procedures for shipments requiring TPS.

3. TO will:

- a. Ensure shipments of TOP SECRET material are routed by the Defense Courier Service in accordance with AR 66 -5/OPNAVINST5130.2/AFR 183 -2, Defense Courier Service.
- b. Ensure shipments requiring TPS be released to approved carriers that provide the appropriate level of service.
- c. For air, instruct the carrier to load TPS shipment to preclude access by passengers and crew while in flight.
- d. Request routing instructions from TCC or theater CINC for all export and import TPS shipments.
- e. Forward sensitive shipments under appropriate measures prescribed in figure 205 -1.

f. Release classified shipments as follows:

(1) SECRET shipments must be tendered to cleared carriers that provide Protective Security (PSS) prescribed in figure 205-2. When a cleared carrier is not available, shipments may be made by an approved carrier that is not cleared, provided shipment is in the custody of escorts of couriers cleared for SECRET.

(2) CONFIDENTIAL shipments must be tendered to carriers that provide DoD Constant Surveillance Service. As an alternative, appropriately cleared escorts may be used.

(3) The GSA Small Package Air Express contractor is approved to transport SECRET and CONFIDENTIAL packages. See paragraph T' of this chapter for further discussion.

g. **Confirm** current SECRET clearance of drivers prior to releasing SECRET-shipments or status of National Agency Check (NAC) investigation for shipments requiring DN. Current clearance status may be obtained from the Defense Industrial Security Clearance Office (DISCO), Columbus OH, (614) 238-2265 or DSN 850-2265. **Confirmation** of NAC information for DN shipments may be obtained from MTMC at (703) 681-6109 or DSN 761-6109.

h. Ensure motor vehicle is equipped with an operational communication system capable of obtaining emergency assistance.

i. Securely package material requiring TPS in accordance with appropriate packaging regulations.

j. Mark and label TPS material in accordance with Military Standard 129. Restrictions on marking are found in paragraph 1.

k. Before releasing a shipment requiring TPS (except those requiring PS), ensure the driver possesses valid operator's license; medical examiner's certificate; employee record card or similar document with the driver's photograph; a route plan, as prescribed by 49 CFR; and **certification** of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training, if applicable. TO must be able to verify a driver's affiliation with the carrier named on the bill of lading.

1. Prepare a REPSHIP message in accordance with figure 204-3 or 204-4, as applicable.

m. Enter AA&E shipments moving under Satellite Motor Surveillance Service (SM) in the Defense Transportation Tracking System (DTTS) by calling 1 (800) 826 -0794, before carrier is released.

n. Provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.

o. Route SRC I and II material via single carrier providing door- to-door service.

p. Ensure GBL is annotated with DTTS instructions as applicable, i.e., TO's responsibility to report to DTTS and origin TO if shipment not received within 24 hours of ETA and input of SRC I shipments into DTTS when received.

4. Destination TO will notify the origin TO and DTTS, 1 (800) 826 -0794, when an AA&E shipment moving under SM is not received within 24 hours of the estimated time of arrival or when carrier cannot give a reasonable explanation for delay.

5. Procedures in the National Industrial Security Program Manual (**NISPOM**) will be used for the transportation of SECRET material by commercial carriers. For information on commercial carrier employee clearances, contact Defense Industrial Security Clearance Office, P.O. Box 2499, Columbus OH 43216; duty-hours telephone: (614) 236 -2133, **after-duty hours:** (614) 236-2058; customer service contact: (614) 236-3724 or DSN 850-3724. Contact regional DIS offices on matters pertaining to granting, denying, suspending, revoking, or terminating a SECRET facility security clearance and DoD Transportation Security Agreement

D. RISK CATEGORY DETERMINATION

Determine risk categories for **specific** sensitive material items by using the following guidance or contact phone numbers:

1. For Army-Sponsored Shipments: Army Master Data File (**AMDF**) or AR 190 -11. POC telephone numbers for **IOC** -managed material are (309) 782-6805 or DSN 793-6805. POC telephone numbers for **MICOM** -managed material are Corn'l: (205) 842-8034/ 876-4812, DSN: 788-8034/ 746-4812.

2. For Navy or Marine Corps-Sponsored Shipments: NAVSEA SWO -20-AC-SAF-O10/020/030, Transportation and Storage Data for Ammunition, Explosives and Related Hazardous Materials. POC telephone number for the Naval Ordnance Center are (301) 743-6055 or DSN 354-6055.

3. For Air Force or Defense Logistics Agency-Sponsored Shipments: DoD 5100.76 -M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

E. TRANSPORTATION PROTECTIVE SERVICE (**TPS**) DETERMINATION

Material requiring TPS must be shipped in accordance with minimum security standards prescribed in figure 205-1 or 205-2, as applicable.

F. SMALL SHIPMENTS OF ARMS, AMMUNITION, AND EXPLOSIVES

1. For purposes of this section, a small shipment of AA&E is defined as weighing 200 pounds or less, or a shipment of arms consisting of 15 weapons or less. Shipment splitting should be considered for arms shipments to allow use of U. S. Postal Service registered mail.

2. If selected mode is less truckload, shipments (except weapons) must be over -packed to a minimum of 200 pounds.

3. Motor shipments placed in a closed, locked vehicle or locked containers, such as a dromedary or similar equipment, do not require over -packing.

4. Small shipments of unclassified, Category III, IV, and Uncategorized Class/Division 1.1, 1.2, and 1.3 explosives may be shipped using DoD Constant Surveillance Service (CS) in an approved, locked container such as a dromedary, MILVAN, SEAVAN, trailer, or closed equipment.

5. U.S. Postal Service registered mail and return receipt requested shipments are acceptable alternatives to commercial transportation for arms (including Categories II, III, and IV) and missile components (excluding ammunition and explosives). These shipments may be sent within CONUS when package size and weight meet U.S. Postal Service requirements.

6. For air shipments, each carrier will specify weight limitations and procedures for shipping munitions or other HAZMAT (See Chapter 204).

G. SEALING OF MOTOR CONVEYANCES

1. Shippers will apply DoD -approved seals on motor shipments of material requiring 'ITS when use is prescribed in figure 205 -1 or 205-2. An express air carriers' motor vehicle transporting shipments on local pickup or delivery service must be locked but not required to be sealed. Seal application by shipper does not constitute a request for exclusive use of vehicle. See paragraph H when exclusive use of vehicle is required.

2. Carrier may remove shipper seal in an emergency or at stop -off points, including carrier terminals, and replace with an equivalent seal. When seal is replaced, carrier must use a DoD-approved seal (see paragraph H) and annotate the new seal number on the **Government** Bill of Lading (**GBL**) (see subparagraph 4 below).

3. TO may remove shipper seals at stop -off points or for emergency purposes and replace with seals meeting requirements of paragraph H.

4. When a seal is replaced by a carrier or TO for any reason, the following information must be entered on the GBL.

a. Replacement seal number.

b. Date and time replacement seal applied.

c. Reason for replacement.

H. SEALS FOR EXCLUSIVE USE

1. When exclusive use of a closed and locked compartment or vehicle is required for movement of material requiring TPS, a serially -numbered cable seal lock (NSN 5340-00-084- 1570), bolt seal (NSN 5340-01 -260-9935), or other DoD -approved seal on carload or truckload shipments must be applied. Figure 205-3 contains information on approved cargo security seals. In an emergency when seal is replaced, the TO must notify the consignor and consignee.

2. Annotate seal numbers in GBL Item 24.

I. PACKAGE MARKINGS

Exterior containers will not be marked to indicate the security classification or TPS required. However, when a shipment is made by military airlift, DD Form 1387 -2 (Special Handling Data/Certification) must show the TPS required to comply with **MILSTAMP**.

J. REQUEST FOR ROUTING

When requesting route orders from TCC or theater CINC, in addition to information required by Chapter 202, TOS must also provide the identity of materials and risk categories,

K. GOVERNMENT BILL OF LADING

When classified or sensitive ammunition or explosives are shipped by motor carrier, and the optional service of Security Escort Vehicle Service (SE) is used, personnel performing the service will be provided with a duplicate copy of shipping papers and instructed to keep these papers in their custody.

L. REPORT OF SHIPMENT

Shippers of TPS material will forward a REPSHIP to the consignee. **Shipp** ers shall notify the designated receiver no later than 2 hours after a shipment's departure. Such notification will be by telephone, facsimile machine, or other immediate electronic means, i.e., DTTS. All receivers shall establish and maintain suspense lists to ensure timely receipt of the material.

M. UNIT MOVES

1. When commercial carriers are used to transport sensitive weapons and ammunition of the same caliber, they will not be combined in the same package or on the same pallet unless the shipment consists of only one pallet.

2. When TPS material is being transported by military-owned vehicle (MOV), protection equivalent to that required for movement by commercial carriers, as specified in DoD Component regulations, will be provided by the requesting unit or motor transport.

3. **Uncategorized** hazard class/division 1.1, 1.2, and 1.3 ammunition and explosives will be provided TPS in accordance with figure 205 -1.

N. TARPAULIN REQUIREMENTS

1. When **specifically** required by the DoD activity, using a flat bed trailer, flat -rack container, or similar open equipment to transport AA&E, the load must be completely covered by tarpaulin. The requirement for use of a tarpaulin will be annotated on the GBL.

2. The tarpaulin used must be fire and water resistant and be securely fastened by the carrier to the trailer to protect the load.

O. TRANSPORTATION PROTECTIVE SERVICE REQUIREMENTS AND STANDARDS

1. DoD Constant Surveillance Service (CS). CS requires constant surveillance of a shipment at all times by a **qualified** carrier representative. CS is required for CONFIDENTIAL shipments and for small quantity movements of Security Risk Category (CAT) III, IV, and Uncategorized Division 1.1, 1.2, and 1.3 (UNCAT) AA&E.

a. For motor shipments, carriers providing CS must:

(1) Maintain a DD Form 1907 (Signature and Tally Record) or equivalent carrier-furnished signature and tally record. Figure 205-4 contains a sample completed DD Form 1907.

(2) During brief stops, ensure a qualified carrier or **terminal** representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 100 feet of the vehicle with the vehicle in full, unobstructed view.

(3) During lengthy stops, ensure the vehicle is parked only at a carrier terminal, a state or local-approved commercial safe haven under 49 CFR, or during emergencies, in a DoD-safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a commercial safe haven, a qualified carrier or terminal representative must keep the shipment in full view and stay within 100 feet of the vehicle or shipment at all times, or shipment must be secured in a fenced and lighted area under the general observation of a qualified carrier (or

terminal) representative at all times. As an alternative, the material may be placed in a security cage in accordance with figure 205 -5.

(4) When motor transport service is also provided in connection with air, rail, or water shipments, CS procedures will apply for the motor segment of the move.

b. For air shipments, carriers providing **CS** must:

(1) Maintain a DD Form 1907 or equivalent carrier -furnished signature and tally record.

(2) For parked aircraft with TPS material on board, ensure aircraft is parked within the **confines** of a commercial airport that has access control under Federal Aviation Agency rules and guidelines or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft-or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PS or CS. As , an alternative to observation, the shipment may be placed in an appropriate security cage in accordance with figure 205-5.

(3) Observation of the shipment is not required during the period it is stored in an aircraft or on a ship in connection with flight or sea transit, provided the shipment is loaded into an appropriately secured, approved container. Observation is required during loading and unloading operation and at any intermediate stops along the flight or sea route.

2. Dual Driver Protective Service (DD). **DD** requires continuous attendance and surveillance of a shipment, and classified ordnance material, by two qualified drivers. **DD** is required for Cat **III** and IV and uncategorized (**UNCAT**) AA&E shipments. Carrier drivers providing DD must:

a. Maintain a DD Form 1907, or equivalent, carrier -furnished signature and tally record..

b. Meet the TPS requirements specified in paragraph A.3.

c. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.

d. Ensure during lengthy stops that the vehicle is parked only at a carrier terminal, a state or local approved commercial safe haven under 49 CFR, or during emergencies, in a DoD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or commercial safe **haven**, a **qualified** carrier or terminal representative must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be

secured in a fenced and lighted area under the general observation of a qualified carrier or terminal representative at all times. As an alternative the material may be placed in a security cage in accordance with figure 205-5.

3. Dual Driver With National Agency Check (DN). DN has the same requirements as DD with the addition that the drivers must have undergone a DoD national agency check for trustworthiness. DN is required for CAT I and II AA&E shipments.

4. Motor Surveillance Service (MS). MS is an optional TPS which requires the carrier to provide telephonic vehicle location reports at time intervals specified on the bill of lading.

5. Protective Security Service (PS). PS is used for SECRET shipments and must be provided by a Defense Investigative Service -cleared carrier **qualified** by MTMC to transport SECRET shipments. Cleared and qualified carriers furnishing PS must:

a. Provide continuous attendance and surveillance of the shipment by **qualified** carrier representatives.

b. Maintain a DD Form 1907, or equivalent, carrier -furnished signature and tally record.

c. Use dual drivers who are SECRET-cleared under the DoD Industrial Security Program.

d. If time or distance does not permit delivery during the same day of pickup, comply with the following procedures:

(1) If the shipment remains in the transportation conveyance, at least one qualified carrier representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. An exception to this policy is for air shipments. Continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe -like container.

(2) When a shipment is **unloaded** from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified carrier representative or placed in storage in a closed area, vault, or strong room approved by the Defense Investigative Service. Construction standards for closed areas, vaults, and strong rooms are contained in DoD 5220.22 -M, Industrial Security Manual for Safeguarding **Classified** Information.

6. Security-Escort Vehicle Service (SE). SE is an optional 'ITS that requires two unarmed drivers **in an** escort trail vehicle to maintain constant surveillance over a freight vehicle.

a. The GBL will be used to provide emergency response instructions to the cargo and SE vehicle drivers. DD Form 836 will be used to instruct MOV drivers.

b. Escort vehicles for commercial shipments will be furnished by the carrier. Military escorts may be used for movement by MOV.

c. Escort vehicles will contain a mobile communications unit capable of being used to contact local agencies to obtain emergency assistance and maintain local two-way communications.

d. Escort vehicle drivers must meet the same identification and security clearance requirements as for freight vehicle drivers (see paragraph C.3.g.).

e. Escort vehicle may be an unmarked, inconspicuous automobile or van, or a freight vehicle such as a tractor, tractor-trailer, or straight bed truck.

f. If a carrier elects to use any type of freight vehicle as an escort vehicle, the origin TO will ensure that the vehicle, plus any dromedary containers, are empty, sealed, and-locked. Upon arrival, the destination TO will verify seals are intact to determine if unauthorized stops were made en route to load or unload freight. If an unauthorized stop was made, the destination TO will submit a report in compliance with Chapter 207. In event of emergency, the escort vehicle may be used to move the freight (or the trailer containing the freight) to a DoD safe haven or other location when directed by the Defense Transportation Tracking System (DTTS), law enforcement officials, emergency officials, or a DoD TO.

7. Satellite Motor Surveillance Service (SM). SM is used for CAT I through IV and, at service headquarters direction, UNCAT AA&E movements. It may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of SM is for the carrier to provide the DTTS with periodic position location reports, in-transit status changes, and electronic emergency situation notification.

8. Signature and Tally Record Service (ST). ST is not a TPS but requires use of a DD Form 1907 or equivalent, carrier-furnished form to provide for tracing of a shipment moving under a TPS or other shipments, such as, pilferable or high-value shipments.

a. ST meets the standards of the National Security Agency Central Security Service for transportation of CCI.

b. Carriers offering electronic tracing of shipments equivalent to the DD Form 1907 meet ST requirements without the need to provide paper ST records. However, the consignee may request a paper-copy record of the tracing history which must be made available by the carrier within 24 hours of the request.

d. DD Form 1907 (Signature and Tally Record) Distribution.

(1) Original to origin carrier to accompany shipment to final destination.

(2) A copy to origin carrier to accompany shipment for delivery to consignee. The consignee is not required to return a copy to the shipper.

(3) A copy to origin carrier to accompany shipment for retention by destination carrier.

(4) A copy for retention by shipper.

e. On receipt of TPS material, TOS should compare DD Form 1907 or carrier furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 209.

f. After receipt of shipment and completion of DD Form 1907 or a company form, the TO will furnish the delivery carrier with the original form to attach to the original GBL for forwarding to the appropriate finance office for payment.

9. Military Traffic Expediting (MTX). MTX is a rail car tracking service provided by the Association of American Railroads (AAR) to keep MTMC informed of the status and location of rail cars during movement from origin to destination. The AAR is linked to all railroads transporting DoD shipments through the TRAIN II automated tracking system.

10. Rail Armed Guard Surveillance Service (RG). RG is a TPS that provides one (1) armed guard to maintain constant and **specific** 24 -hour surveillance on **specif**ied rail car(s). As an alternative, guard(s) may escort the rail movement in a separate motor vehicle, providing surveillance is maintained.

a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.

b. Guards will keep the rail car(s) transporting the shipment under observation at **all** times.

c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.

11. Rail Inspection Service (RI). RI is a Greater Security (GS) TPS performed by rail carriers for in-transit inspection of sensitive and pilferable items in shipment. RI includes Military Traffic Expediting (MTX) service. Inspection under RI is external only to assure the integrity of the shipment container or vehicle and the seals and locking devices securing them. **RI** is required for the movement of M-1, night-vision devices, CAT II through IV, and, at service headquarters direction, **UNCATEGORIZED** AA&E. It is optional for tactical and wheeled vehicle movements and for unit or other movements involving **pilferable** items, such as high value communication and electronic items. Carriers providing RI must conform to the rules in MTMC Freight Traffic Rules, Publication 10.

P. EMERGENCY HOT LINES

1. MTMC Hot Lines . TOS or carriers may call the appropriate MTMC area command hot line on a 24 -hour basis to obtain any type of DoD safety or security advice and assistance. The hot line numbers are:

- a. MTMC Eastern Area: 1 (800) 524-0331.
- b. MTMC Western Area: 1 (800) 435-4566.

2. Hot Lines Should Be Used To :

- a. Report information concerning any carrier whose practices may not be consistent with the national interest.
- b. Obtain safe haven, refuge, or secure holding area assistance or information.
- c. Request guidance on securing shipments requiring TPS.
- d. Report any adverse information concerning movement of shipments requiring TPS.
- e. Report any accident or incident and obtain emergency response support.
- f. Provide electronic or manually produced passage reports on rail movements.
- g. Report delays en route of 12 hours or more.

3. DTTS Toll Free Call . The DTTS may also be called at 1 (800) 826-0795 to obtain information specified in subparagraph b. above for shipments of **AA&E** moving under SM.

4. Notifying POCS . When notified, hot line or DTTS personnel will contact the following **POCs**:

- a. Army Operations Center for accidents or incidents involving. munition **s**, **sensitive**, or **classified** material.
- b. DLA Emergency Hot Line, 1 (800) 851 -8061, for accidents and incidents involving HAZMAT other than munitions, sensitive, **classified**, or radioactive material.
- c. National Response Center, 1 (800) 424 -8802, for radioactive materials.
- d. Shipper and receiver when munitions and sensitive ordnance is involved in an accident or incident.



e. Providers of safe haven and refuge (safe haven for explosive and refuge for classified shipments) and secure holding areas.

Q. CARRIER ASSISTANCE

1. Safe Haven and Refuge.

a. When DoD and DoD -sponsored AA&E or classified shipments are en route and prevented from proceeding to destination by emergencies or other circumstances beyond the carrier's control, at the request of MTMC personnel, commanders of military activities with appropriate facilities will grant safe haven or refuge. Safe haven or refuge may also be granted en route for other government agency -sponsored shipments, when requested.

b. During emergencies, such as carrier strike, civil disorder, or natural disaster; carrier driver or qualified employee will notify the emergency hot line (see paragraph P). **HotLine** personnel will provide availability of activities which can provide safe haven or refuge.

c. Carrier representative will contact the hot line or selected activity to arrange safe haven or refuge. MTMC maybe contacted for further assistance.

d. Each carrier whose vehicle is granted safe haven or refuge must be apprised by the selected activity orally or in writing of their policies such as the following:

(1) Granting of safe haven does not relieve the carrier of liability under the GBL contract of carriage.

(2) The U.S. Government does not assume responsibility for the shipment or carrier equipment, so long as terms and conditions of providing safe haven are not inconsistent with those of the GBL contract of carriage.

(3) It is within the prerogative of the activity commander to require carrier personnel to remain with the vehicle to **fulfill** TPS requirements.

(4) The safe haven or refuge provided is strictly temporary in nature and the vehicle must be removed as soon as the activity commander or appropriate civil authority determines that the shipment is no longer in danger.

e. When shipments are accorded a temporary storage area for safe haven or refuge, terminal security standards prescribed in DoD 5100.76 -M, Appendix C, as implemented by DoD Component regulations, will apply. These standards also apply when a vehicle contains the shipment of classified material or uncategorized Class/Division 1.1, 1.2, 1.3 explosives as follows: -----

(1) SECRET shipments will be accorded the same protection as required for sensitive Category I shipments.

(2) CONFIDENTIAL shipments, except for those assigned CAT I or II, will be accorded the same protection as required for CAT III and IV material.

f. Compatibility restrictions and quantity -distance requirements of DoD 6055.9 -STD, as implemented by shipper-service regulations, will be followed.

g. Shipping documents will be examined to prevent entry of an unauthorized shipment into the activity.

h. Transportation Facility Guides or MTMC Pamphlet 385-1 may be consulted to determine safe haven or refuge capabilities of specific activities.

2. Secure Holding Areas .

a. Secure holding areas are required to protect vehicles transporting ~~AA&E~~ or classified shipments that arrive but cannot be off-loaded at destination. Installations or activities having the capability to protect the shipment will do so. If a secure holding area cannot be provided, the installation or activity will assist in finding a nearby secure location, or insuring the carrier can use a commercial terminal that meets DoD safety and security requirements.

b. For vehicles in transit, the installation commander or activity chief must determine the potential danger to public safety as well as shipment security requirements. Assistance will be rendered when, in the judgment of the installation commander or activity director, the public safety or shipment security would be jeopardized. This applies regardless of the installation or activity mission or final destination of the shipment.

c. Prior to making an AA&E or classified shipment, the shipping activity TO will ascertain, in coordination with destination TOS, that shipments requiring security protection can be received at destination.

d. Report problems with carrier abuse of secure holding areas using normal transportation discrepancy reporting procedures. (See Chapter 210.)

e. Safe haven and refuge procedures apply to protection of vehicles in secure holding areas. However, carriers should request secure holding areas directly from the installation or activity as far in advance as possible. The emergency hot line may be used for assistance where problems arise.

3. Other Assistance.

a. To promote safety and security; expedite transportation; and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling; installations or activities may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of government-owned shipments being transported by carriers.

b. Applicable shipper-service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of **explosive-contaminated** scrap materials.

c. The carrier must be advised in writing of the following:

(1) The carrier may be held responsible for expenses, including salaries and wages paid by the government, provided for the carrier's account.

(2) DoD personnel act and perform as a carrier's agent in providing assistance.

(3) DoD personnel assigned to assist a carrier will retain their status as DoD employees and, as such, will be entitled to benefits as provided by law.

(4) **The** government will not recognize or submit to any action for property damage in connection with such assistance furnished, when actual labor supervision or other services are performed at the carrier's request.

d. Except in an emergency, TOS will advise carrier in writing of the provisions of paragraph c. above. In an emergency, telephonic notification will be followed-up immediately by a facsimile or other electronic notification. Carrier will be asked to acknowledge the following:

(1) Responsibility for performance of the services requested from the government.

(2) Performance of services will not relieve carrier of tort liability.

4. Payment for Services.

a. The providing installation or activity will normally absorb the costs associated with providing safe haven or refuge for bona fide emergencies. For provision of secure holding areas, charges may be applied to carriers for services beyond the norm, such as additional security guards.

b. Carriers will not be billed or held responsible for any service performed by DoD personnel that was not requested by the carrier, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or **bracings**, accidents, or other adjustments.

c. Collection of money for services rendered will be in accordance with the proper finance office procedures and shipper-service regulations.

R. ON-ROAD EMERGENCIES

When an on-road emergency occurs, the driver will be instructed to contact the emergency hot line (see paragraph P) and will maintain the integrity of all applicable TPS.

S. SHIPMENT DELAY OR MISHAP

1. When notified of an accident or incident en route, a TO must immediately confirm by telephone that the consignor and the emergency hot line have been advised.

2. Upon discovery of a discrepancy in a shipment requiring TPS, a TO will:

a. Notify the local security office or provost marshal if any security breach or compromise is suspected.

b. In accordance with Chapter 210, issue a message within 24 hours after discovering a discrepancy.

T. MOVEMENT OF CLASSIFIED SHIPMENTS VIA GENERAL SERVICES ADMINISTRATION (GSA) CONTRACT CARRIER

1. SECRET and CONFIDENTIAL cargo shipments may be moved within CONUS via the GSA contract small package express carrier, provided Service restrictions and processes are complied with.

2. Only the current GSA overnight small package contract carrier may be used. The shipment must be given to the carrier for next day delivery. The carrier must not be told that the shipment is classified. The delivery address must be a CONUS DoD activity.

3. The **classified** materiel must be within the carrier's standard small package size and weight limits. Classified shipments which are hazardous, sensitive, or arms, ammunition, and explosives are not authorized.

4. Do not, under any circumstances, release the carrier from having to gain a delivery signature. Assure the airway bill, either electronic or hard copy, requires a delivery signature.

5. Services must develop and publish **specific** procedures for the movement of SECRET and CONFIDENTIAL materiel by GSA contract carrier.

U. RETROGRADE SHIPMENTS

DoD CONUS -and inter/intratheater retrograde movements to a repair or storage facility will comply fully with the security provisions of this chapter.

EXAMPLES OF AA&E SHIPMENT CATEGORIES

CATEGORY I	CATEGORY II	CATEGORY III, IV, UNCATEGORIZED CLASS 1.1- 1.3 EXPLOSIVES
1. TL:	1. TL:	1. TL:
a. SM and DN. (Note 1.)	a. SM and DN. (Note 1.)	a. SM and DD. (Note 1.)
b. Exclusive use of vehicle. (See note 3.)	b. Exclusive use of vehicle. (See note 3.)	b. Trip lease not authorized.
c. Locked and sealed by shipper unless shipment requires OPN equipment. (See notes 4&5.)	c. Locked and sealed by shipper unless shipment requires open equipment.	c. Single-line haul preferred.
d. Trip lease not authorized.	d. Trip lease not authorized.	d. Locked and sealed by shipper unless shipment requires open equipment.
e. Single-line haul required.	e. Single-line haul required.	
f. Stop off in transit authorized.	f. Stop off in transit authorized.	
2. LTL:	2. LTL:	2. LTL:
a. SM and DN. (Note 1.)	a. SM and DD.(Notes 1&2.)	a. SM and DD. (Notes 1,2,6.)
b. Exclusive use of vehicle or authorized container.	b. Exclusive use of CONEX, dromedary, or similar container authorized. (See note 2.)	b. CONEX, dromedary, or similar container authorized.
c. Locked and sealed by shipper unless shipment requires open equipment. (See note 4.)	c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See notes 4 & 5.)	c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See notes 4 & 5.)
d. CONEX, dromedary, or similar container authorized.	d. Single-line haul required.	d. Trip lease not authorized.
e. Trip lease not authorized.	e. Trip lease not authorized.	e. Single-line haul preferred.
f. Single-line haul required.		f. Locked and sealed by shipper unless shipment requires open equipment.

DoD Constant Surveillance Service (CS)

Dual Driver Protective Service (DD)

Dual Driver Protective Service with NAC (DN)

Protective Security Service (PS)

Security Escort Vehicle Service (SE)

Motor Surveillance Service (MS)

Satellite Motor Surveillance Service SM)

NOTES:

1. Use signature and tally record.
2. Consider sending arms by registered mail, if practicable.
3. When vehicle is loaded to full visible capacity, do not request exclusive use of vehicle.
4. Shipper seal may be removed and replaced by equivalent carrier seals on prior notification to, and consent of, consignor. Application of shipper seal does not initially constitute exclusive use. When exclusive use is required, annotate bill of lading accordingly.
5. MILSTD 129 applies.
6. Shipments of category IV AA&E and non-sensitive Classes 1.1 through 1.3 ammunition and with gross weight of less than 200 lbs may be sent by commercial carrier offering DoD CS without over-packing.

Figure 205-1. Examples of AA&E Shipments Categories.

RAIL (CARLOAD)

CATEGORY I	CATEGORY II	CATEGORY III, IV, UNCATEGORIZED CLASS 1.1 -1.3 EXPLOSIVES
1. RG. (See note 3.)	1. RI. (See note 2.)	1. RI. (See note 2.)
2. Military Traffic Expediting (MTX) Service. (See note 2.)	2. Military Traffic Expediting (MTX) Service. (See note 2.)	2. Military Traffic Expediting (M'IX) Service. (See note 2.)
3. Locked and Sealed by Shipper. (See note 1.)	3. Locked and Sealed by Shipper. (See note 1.)	3. Locked and Sealed by Shipper. (See note 1.)
4. Immediate Notification to Consignee of Delivery.	4. Immediate Notification to Consignee of Delivery.	4. Immediate Notification to Consignee of Delivery.
5. Use Appropriate Category I Motor for any Associated Motor Movement.	5. Use Appropriate Category II Motor for any Associated Motor Movement.	5. Use Appropriate Category III Motor Security for any Associated Motor Movement.
6. Single-Line Haul Required.	6. Use Load Driver Doors when	

Rail Armed Guard Surveillance Service (RG)

Rail Inspection Service (RI)

NOTES:

1. Includes use of upper rail lock.
2. In the case of RI, and MTX, the shipment must report rail car initials and numbers (e.g., DoDX 40.000) to the appropriate MTMC area command.
3. DoD, DoD Contract, or Rail Police-armed dedicated escort.

COFC

CATEGORY I	CATEGORY II	CATEGORY III, IV, UNCATEGORIZED CLASS 1.1 -1.3 EXPLOSIVES
1. COFC Locked and Seal Authorized RG	1. COFC Locked and Sealed Authorized RI	1. COFC Locked and Sealed Authorized RI.
2. In Motor Phase, use Category I Motor Security.	2. In Motor Phase, use Category II	2. In Motor Phase, use appropriate Motor Security.
3. Use only approved shipping containers (e.g., MILVANS/ SEAVAN) and place on rail car door-to-door to prevent unauthorized access.	3. Use only approved shipping containers (e.g., MILVAN/ SEAVAN) and place on rail car door-to-door to prevent unauthorized access.	3. Use only approved shipping containers (e.g., MILVAN/ SEAVAN) and place on rail car' door-to-door to prevent unauthorized access.

Figure 205-1. Examples of AA&E Shipment Categories. (Cent')

AIR

CATEGORY I	CATEGORY II	CATEGORY 111, IV, UNCATEGORIZED CLASS 1.1 -1.3 EXPLOSIVES
1. Shipments by air freight, air taxi, or AMC.	1. DoD CS	1. DoD CS
2. SM and DN while aircraft on ground at commercial airports.	2. Shipments by air freight, air taxi, or AMC.	2. Shipment by air freight, air taxi, or AMC.
3. Shipper escort to carrier and immediate pickup at destination.	3. Shipper escort to carrier and immediate pickup at destination.	3. Shipper escort to carrier and immediate pickup at destination.
4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed required.	4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed required.	4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed required.
5. Seals applied by shipper. (See notes 1 & 2.)	5. Seals applied by shipper. (See notes 1 & 2.)	5. Seals applied by shipper. (See notes 1 & 2.)

NOTES:

1. Air carriers providing pick-up and delivery service by motor must comply with all applicable security requirements during the motor phase as the category shipped. These protective services must be contained in their uniform tender on file at HQ MTMC.

2. On military installations, armed guard surveillance, and escort responsibilities maybe assumed by the installation commander based on local command policies.

WATER

CATEGORY I	CATEGORY II	CATEGORY III, IV, UNCATEGORIZED CLASS 1.1 -1.3 EXPLOSIVES
1. SM with DN to POE and from POD	1. Written receipt from ship's officer at POE and written release to carrier at POD.	1. Written receipt from ship's officer at POE and written release to carrier at POD.
2. Written receipt from ship's officer at POE and written release arr	2. Pier service only.	2. Pier service only.

NOTE:

1. Use applicable TPS or delivery and pick-up services associated with water movement.

Figure 205-1. Examples of AA&E Shipment Categories. (Cent')

MINIMUM SECURITY STANDARDS FOR AA&E SHIPMENTS

<p>CATEGORY I EXAMPLES</p>	<p><u>MISSILES AND ROCKETS</u> Non-nuclear missiles and rockets in a ready to fire configuration (e.g., Hamlet, Redeye, Stinger, Dragon, LAW, Viper). Also where launcher tube and explosive round for missiles are jointly transported though not ready to fire.</p>	<p><u>AMMUNITION AND EXPLOSIVES</u> Explosive complete rounds for Category I missiles and rockets.</p>
<p>CATEGORY II EXAMPLES</p>	<p><u>ARMS</u> Light automatic weapons up to and including .50 caliber.</p>	<p><u>AMMUNITION AND EXPLOSIVES</u> Grenades, high explosives, white, and phosphorus. Mines, anti-tank, anti-personnel (unpacked weight of 50 lbs or less each). Explosives used in demolition operation (e.g., C-4, military dynamite, TNT, etc.)</p>
<p>CATEGORY III EXAMPLES</p>	<p><u>ARMS</u> Launch tube and gripstock for Stinger missile. Launch tube, sight assembly and gripstock for Hamlet and Redeye missions. Tracker for Dragon missiles. Mortar tubes excluding the 4.2. Grenade launchers. Rocket and missile launchers, unpacked weight of 100 lbs or less. Flame throwers. Launcher and/or missile guidance set and/or optical sight for TOW missile.</p>	<p><u>AMMUNITION AND EXPLOSIVES</u> Ammunition, .50 caliber and larger, with explosive filled projectile (unpacked weight of 100 lbs or less each). Grenades, incendiary and grenade fuses. Blasting caps. Detonating cord. Supplementary charges. Bulk explosives.</p>
<p>CATEGORY IV EXAMPLES</p>	<p><u>ARMS</u> Shoulder fired weapons, other than grenade launchers, not fully automatic. Handguns.</p>	<p><u>AMMUNITION AND EXPLOSIVES</u> Ammunition with nonexplosive projectile (unpacked weight of 100 lbs or less each). Fuses, except for grenade fuses. Grenades, illumination, smoke, or practice, CS/cn (tear producing) Incendiary destroyers. Riot control agents, 100 lb pkg or less. Ammunition for Categories II, III, IV weapons, not otherwise categorized.</p>

Figure 205-1. Examples of AA&E Shipment Categories. (Cent')

MINIMUM SECURITY STANDARDS FOR CLASSIFIED MATERIAL

MOTOR 1

SECRET	CONFIDENTIAL
1. TL:	1. TL:
a. PS (See note 2.)	a. CS (See note 2.)
b. Routing by MTMC area command.	b. Closed and locked vehicle.
c. Closed and locked vehicle with exclusive use.	c. Single-line haul preferred.
d. Single-line haul required.	d. Trip lease not authorized.
e. Trip lease not authorized.	e. Sealed by shipper.
f. Sealed by shipper.	
2. LTL:	2. LTL:
a. PS 2	a. CS (See note 2.)
b. CONEX, dromedary, or similar container authorized with exclusive use container.	b. CONEX, dromedary, or similar container authorized.
c. Routing by MTMC area command.	c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See note 1.)
d. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See note 1.)	d. Packaged so as to not reveal classified nature of shipment. (See note 2.)
e. Packaged so as to not reveal classified nature of shipment. (See note 2.)	e. Trip lease not authorized.
f. Trip lease not authorized.	

AIR 1

SECRET	CONFIDENTIAL
a. PS (See note 2.)	a. CS (See note 2.)
b. Routing by MTMC area command.	b. Shipment by air freight, air taxi, or AMC.
c. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See note 3.)	c. Shipper escort to carrier and immediate pickup at destination.
d. Shipper escort to carrier and immediate pickup at destination.	d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed.
e. Packaged so as to not reveal classified nature of shipment.	e. Container seals applied by shipper.
	f. Packaged so as to not reveal classified nature of shipment.

NOTES:

1. Classified **material** is not normally transported by rail or water. In event such movement is required, PS applies for SECRET shipments and DoD CS or equivalent must be provided for CONFIDENTIAL shipments.

2. Air carrier providing pickup and delivery service by motor vehicle must comply with all applicable security requirements during the motor phase.

3. **Specific** criteria for construction of **classified** material air containers are contained in Chapter VIII, DoD 5200.1 -R, Information Security Program Regulation.

Figure 205-2. Minimum Security Standards for Classified Material.

APPROVED CARGO SECURITY SEALS

Seals pictured in this attachment are approved for use in the Defense Transportation System (DTS) and can be procured directly from one of the below identified manufacturers.

E. J. Brooks
164 North 13th Street
P.O. Box 7070
Newark NJ 07107
1-800-458-SEAL

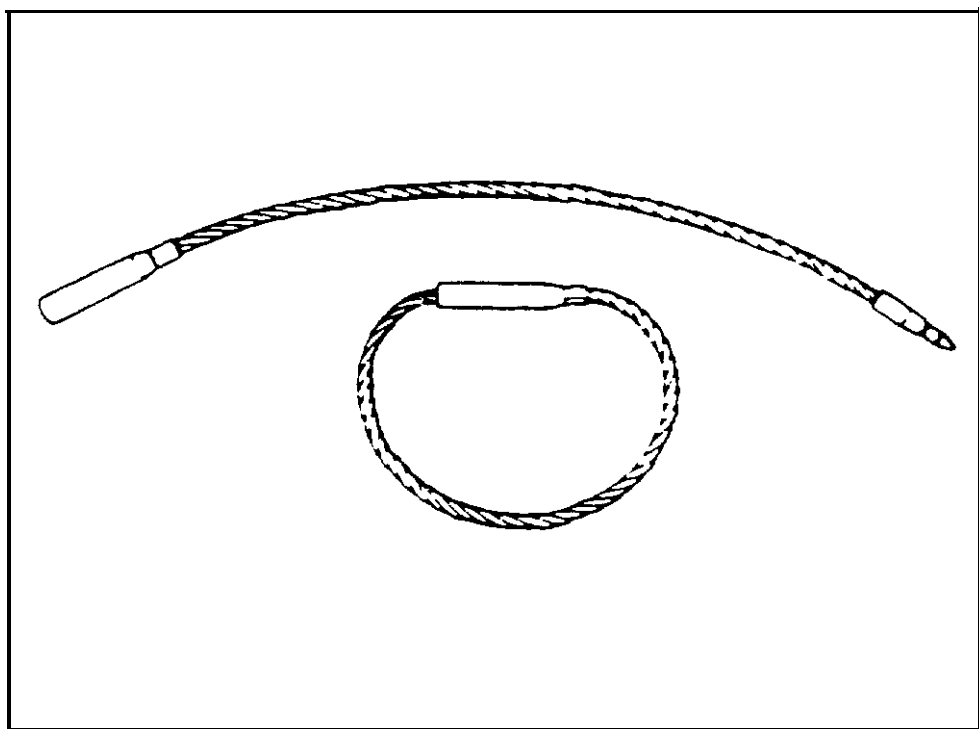
Brammel, Inc.
P.O. Box 208
Angola IN 46703
1-800-348-4777

J. J. Keller & Associates, Inc.
145 West Wisconsin Ave.
P.O. Box 368
Neenah WI 54957-0368
1-800-558-5011, Ext 208
(In Wisconsin: 1-800-242-6469)

Cable Lock Seal
Rod-Lok Seal
Trans-Lok Seal

Cone-Lok Seal
Tyden Ball Seal (Must be used
w/wire twist)

CABLE LOCK SEAL



ROD-LOK SEAL

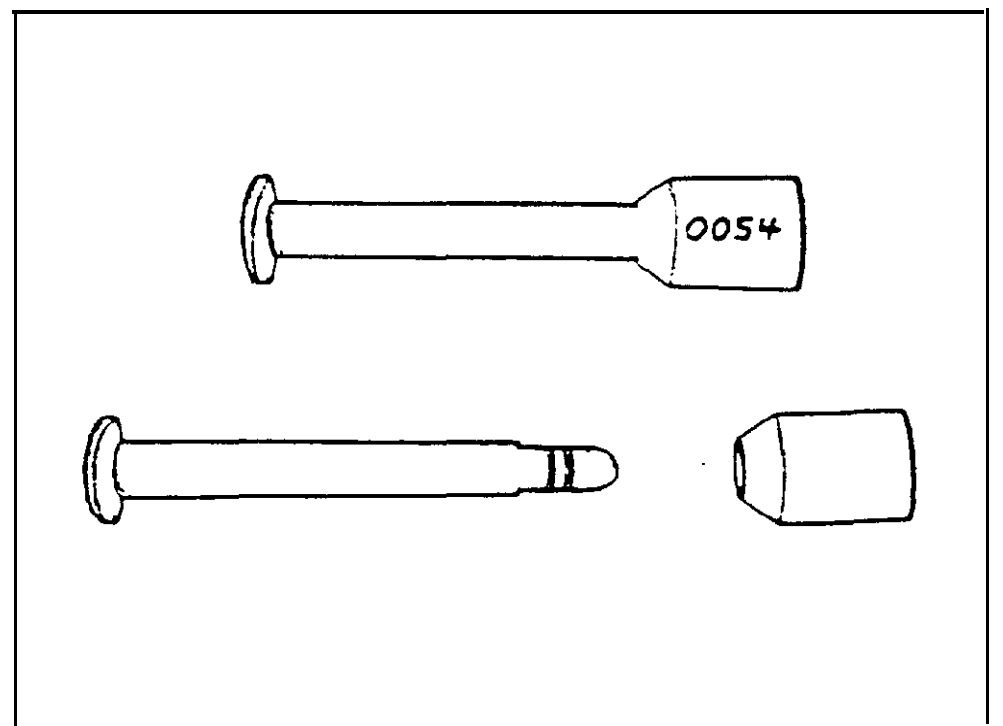
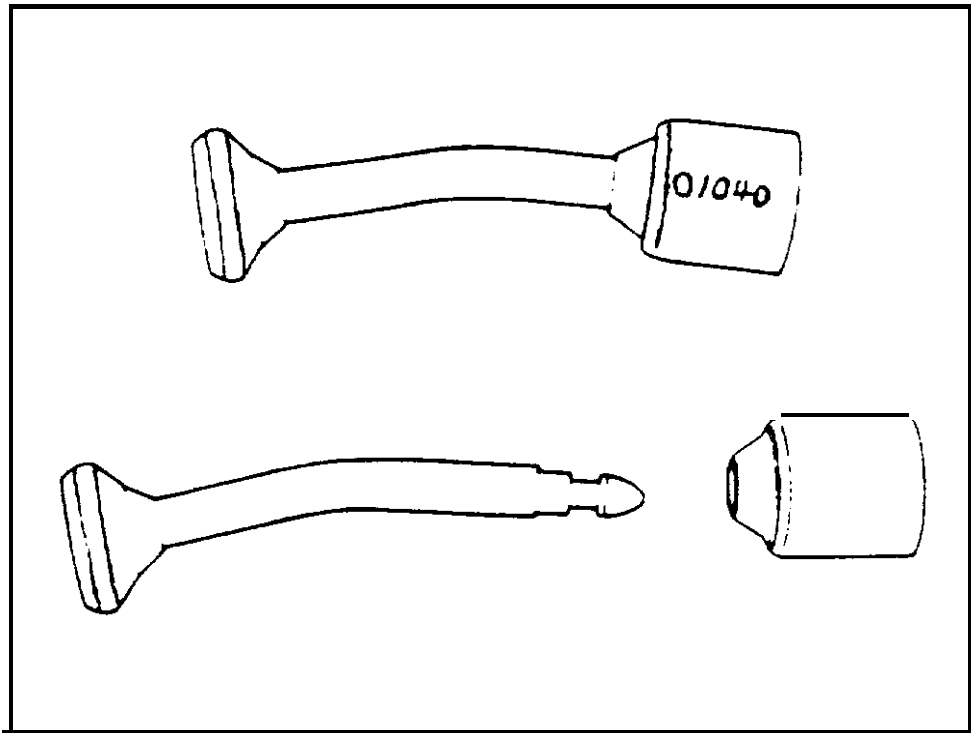
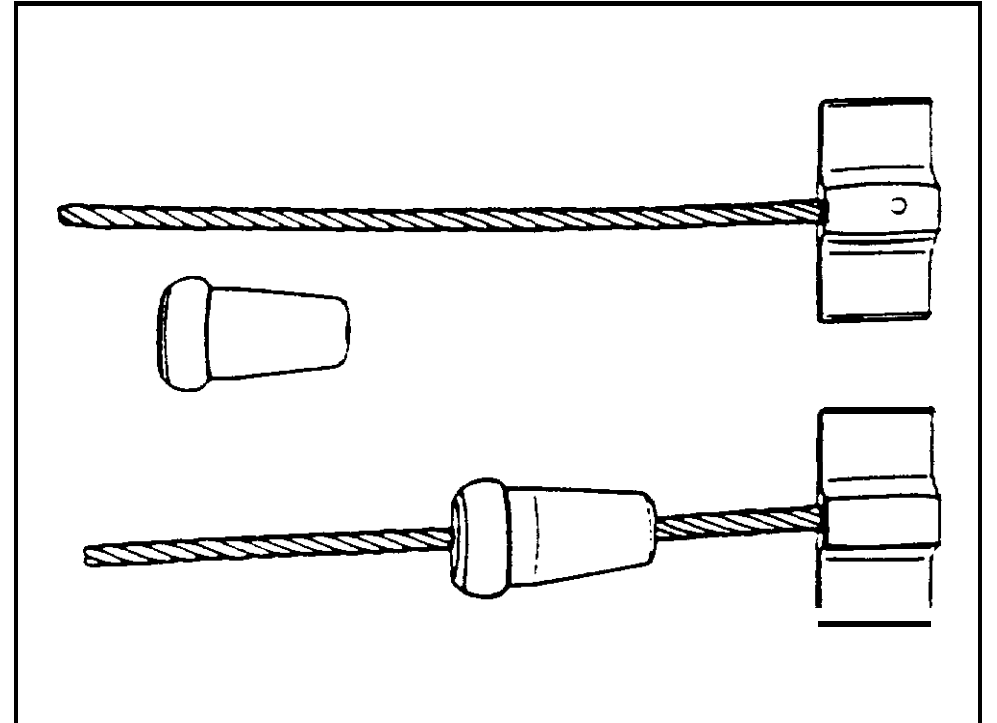


Figure 205-3. Approved Cargo Security Seals.

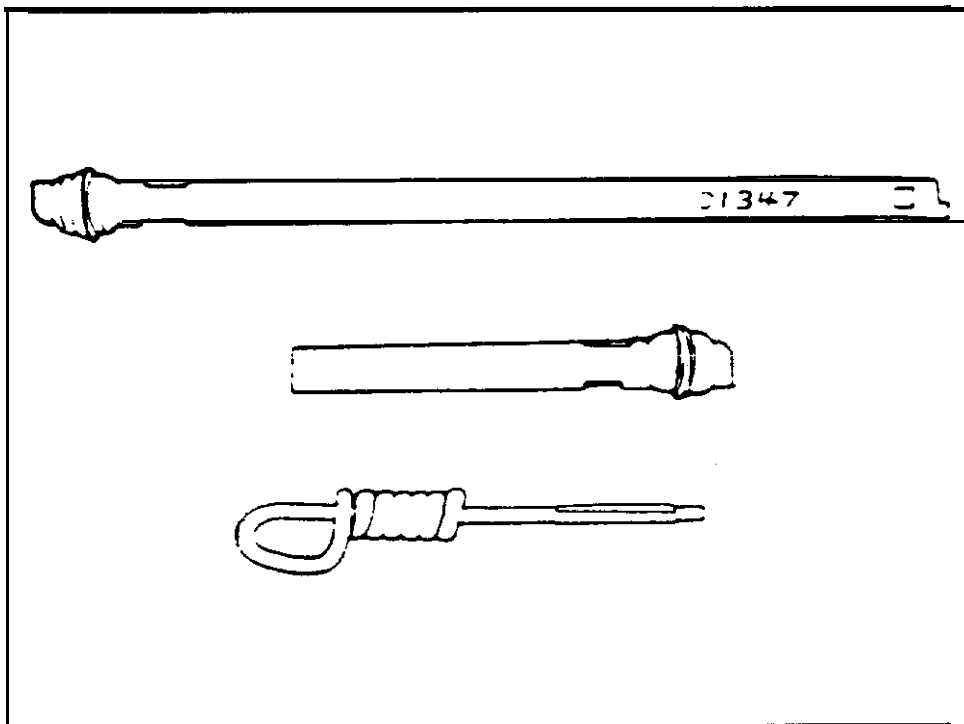
TRANS-LOK SEAL



CONE-LOK SEAL



TYDEN BALL SEAL



MULTIPLE SNAP LOCK SEAL

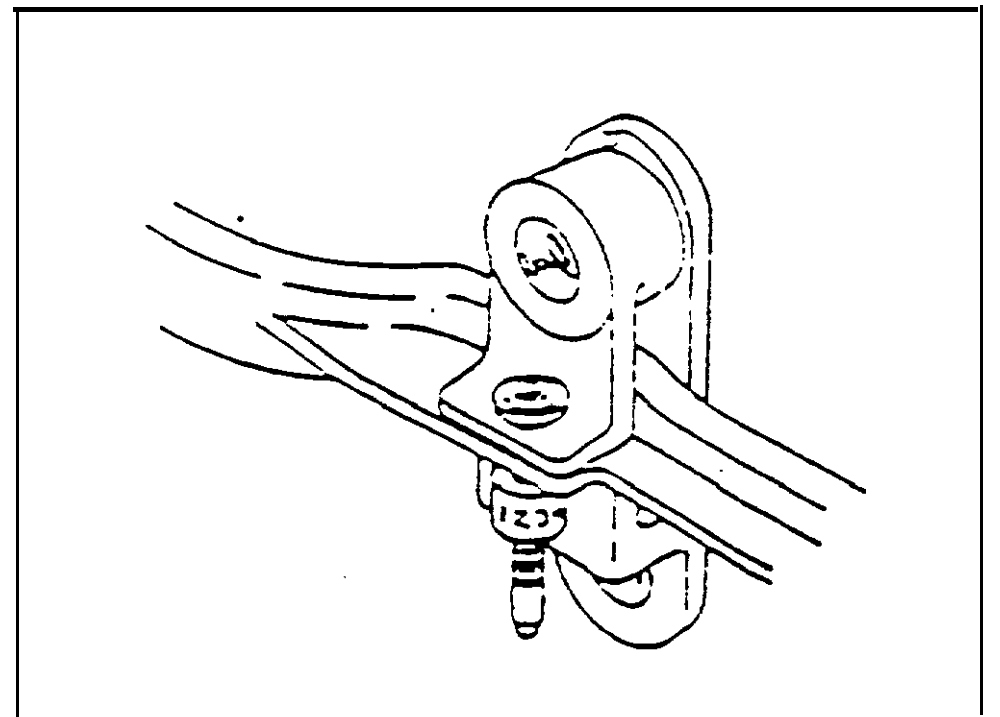


Figure 205-3. Approved Cargo Security Seals (Cent').

GENERAL DESCRIPTION OF SECURITY CAGES

....

Alternative: As an alternative to a security cage, a dromedary or similar heavy container which is sealed and locked with a DoD -approved (equivalent to American 200 series) lock, may be used in buildings which are locked, guarded, or alarmed. In lieu of locking the containers, they may be placed with doors against each other or against a substantial building wall. (See “Walls” below.)

Ceilings: Same material as wall or floor -- minimum height: 8 feet, frame: metal.

Connecting Devices : Welded, panned, or otherwise installed so as to deter unauthorized entry.

Floors: Made of asphalt or reinforced concrete or wood if reinforced with steel floor plating.

General: Fabricated from commercial steel grating panels. Walls, doors, **floors**, and ceiling must provide protection equivalent to the steel grating to preclude forced **entry**. Doors must have DoD -approved padlocks (equivalent to American 200 series) and hasp systems. Connecting hardware must be welded or otherwise secured to deter unauthorized entry.

Hinges: Welded hinge pins. Locks: DoD -approved (equivalent to American 200 series) security locks and hasps.

Walls: Constructed of structural steel angle and expanded steel grating. Building walls also may be used which proved equivalent security to form side(s). (Examples: Double -course reinforced or filled concrete block.)

Windows/Openings : Expanded steel grating, anchored in metal frame, secured in same manner as door.

NOTE: Terminal buildings containing security cages will be locked, guarded, or alarmed.

Figure 205-5. General Description of Security Cages.